

Fauntleroy/Vashon/Southworth Public Meetings

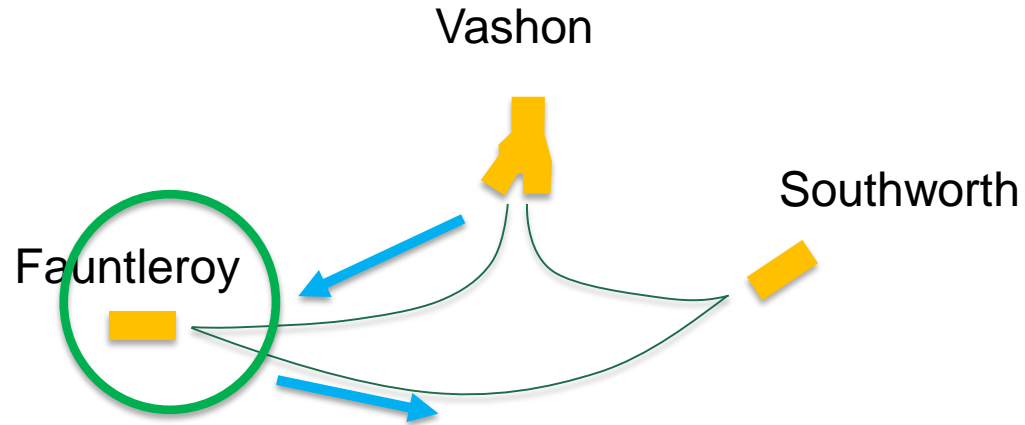
Washington State Ferries
September 20 & 21, 2017

Agenda

- Welcome
- Update on Triangle Route Improvement Task Force process
- Route characteristics and future planning efforts
- Public comment
- Closing

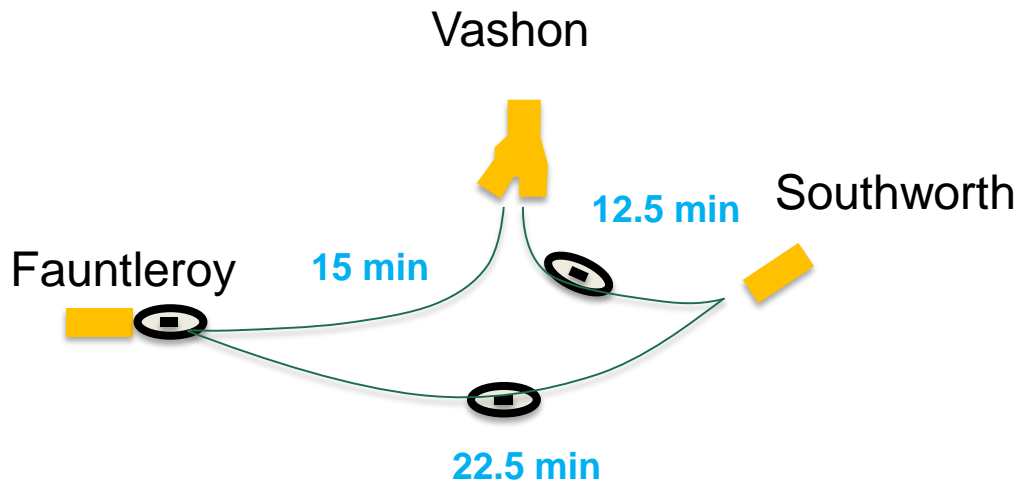
How does the route work?

- **Basic components**
 - Destinations
 - Dwell time
 - Crossing time



Route operations

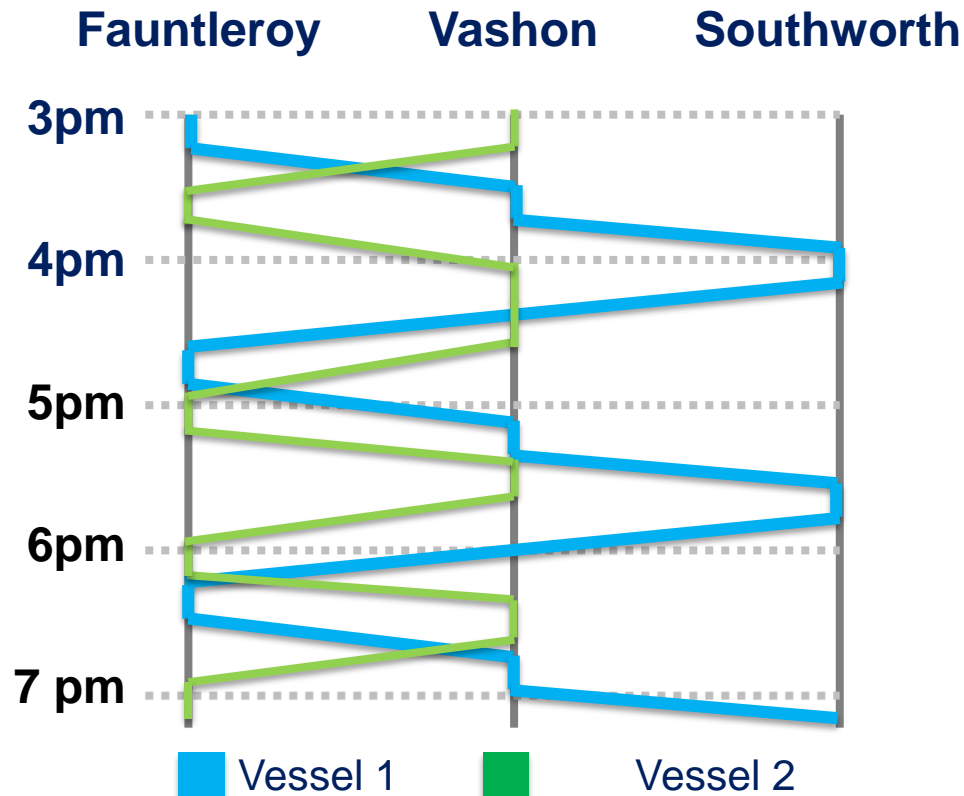
- **Vessels and crossings**
 - Three **vessels**
 - Three **destinations** (four slips)
 - Different **crossing times**



Route operations

- **How it all fits**

- Vessel travels between destinations over time
- Vessel spends time loading and unloading at destinations
- Vessel spends time in transit
- Vessel interacts with other vessels



Timeline

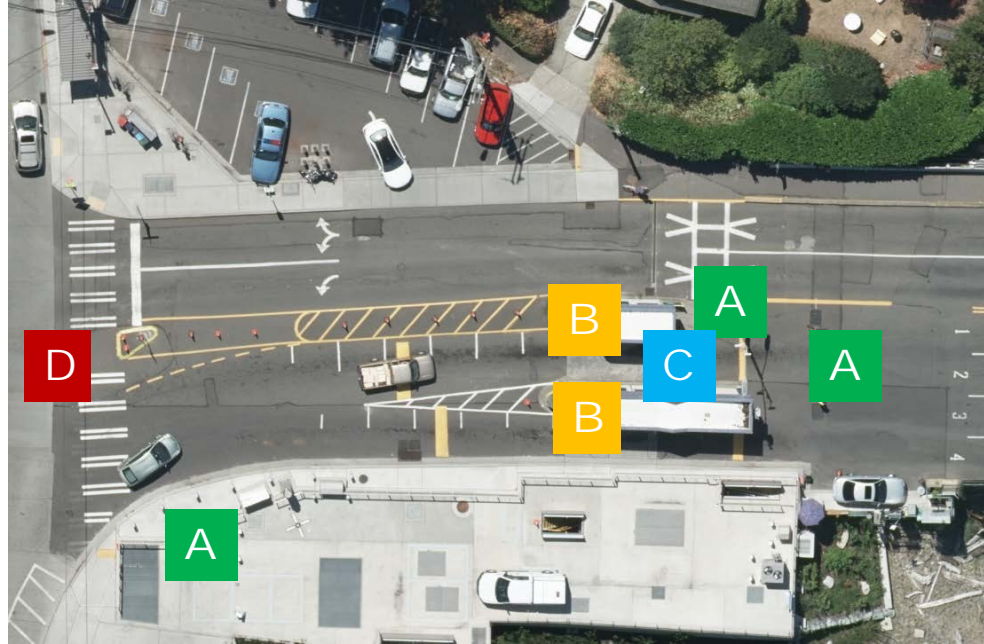


Improve tollbooth operations

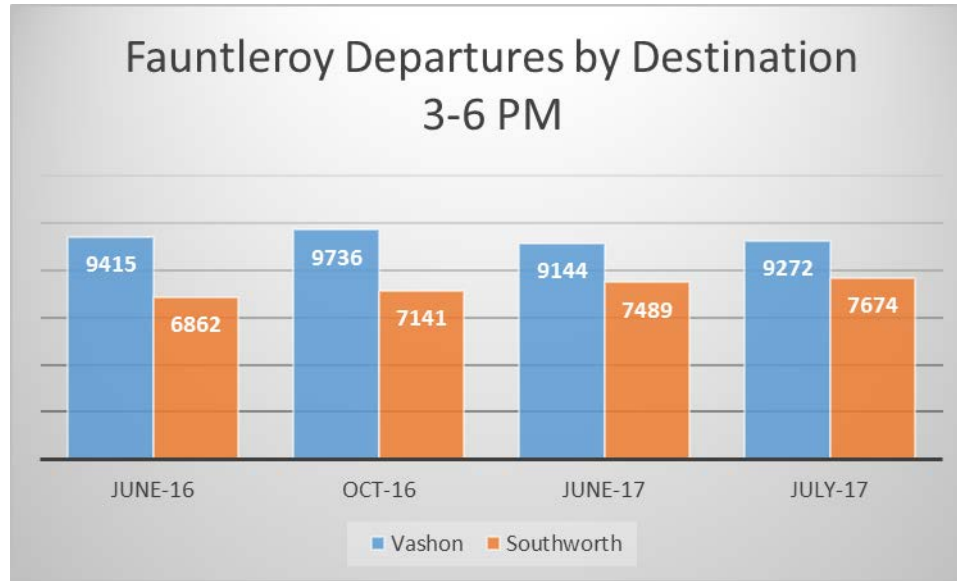
- Pilot May 15-18; Changes launched June 19
- Objective: Increase vehicle throughput at peak times (M-F, 3-6 p.m.)
- Measures of effectiveness:
 - Direct observation of throughput at peak time – WSF to monitor vehicle flow.
 - Transaction time data – WSF to monitor average transaction time.

Improve tollbooth operations

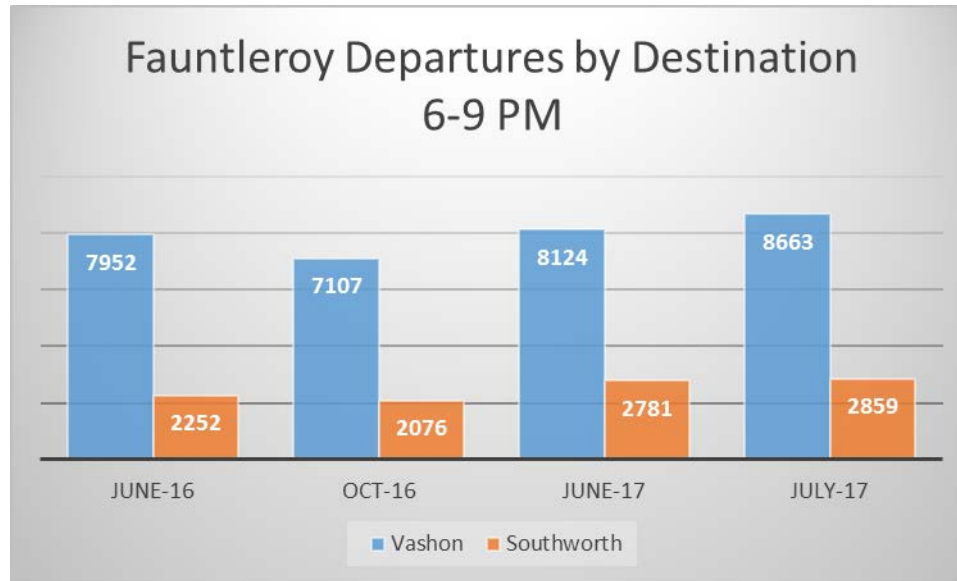
- **Features**
 - A. 3 employees**
 - Scanner
 - Traffic director
 - Splitter
 - B. Dynamic signs fully used**
 - C. Total sales/redemption**
 - D. Police officer directs traffic and keeps approach clear**



Who's riding? Departures by destination



Who's riding? Departures by destination



Fauntleroy departures

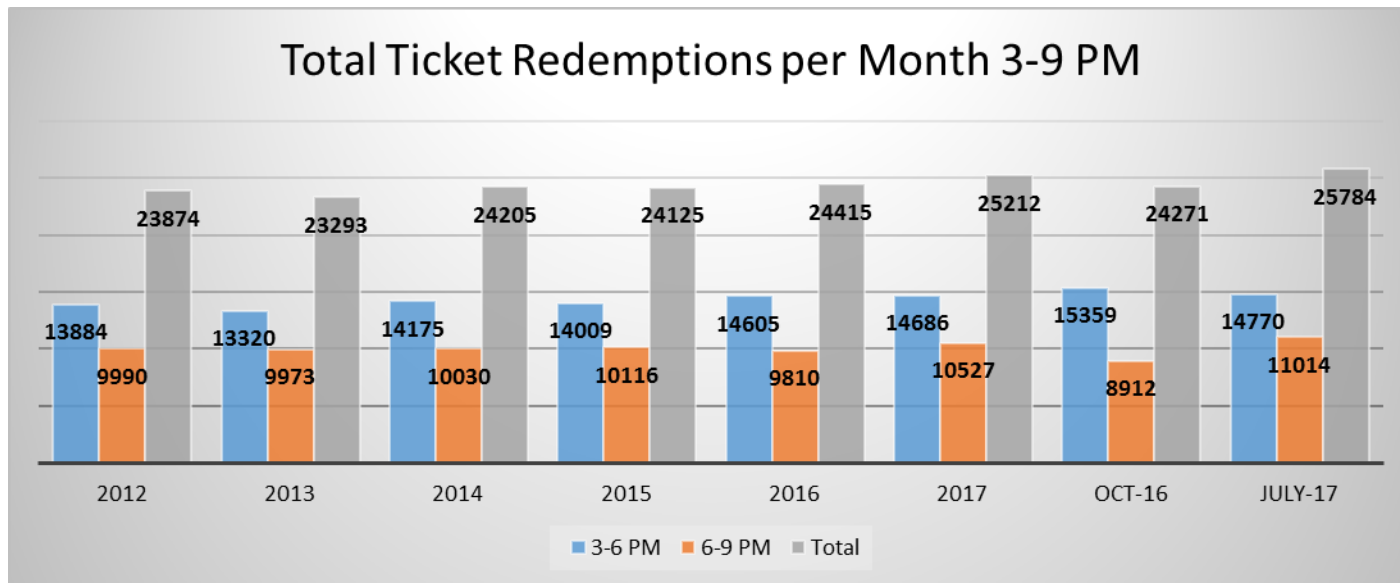
3-6 PM

3:00 Vashon – Southworth	90
3:35 Southworth	124
4:00 Vashon	124
4:20 Southworth	90
4:45 Vashon	124
5:10 Vashon – Southworth	124
5:45 Vashon – Southworth	124

6-9 PM

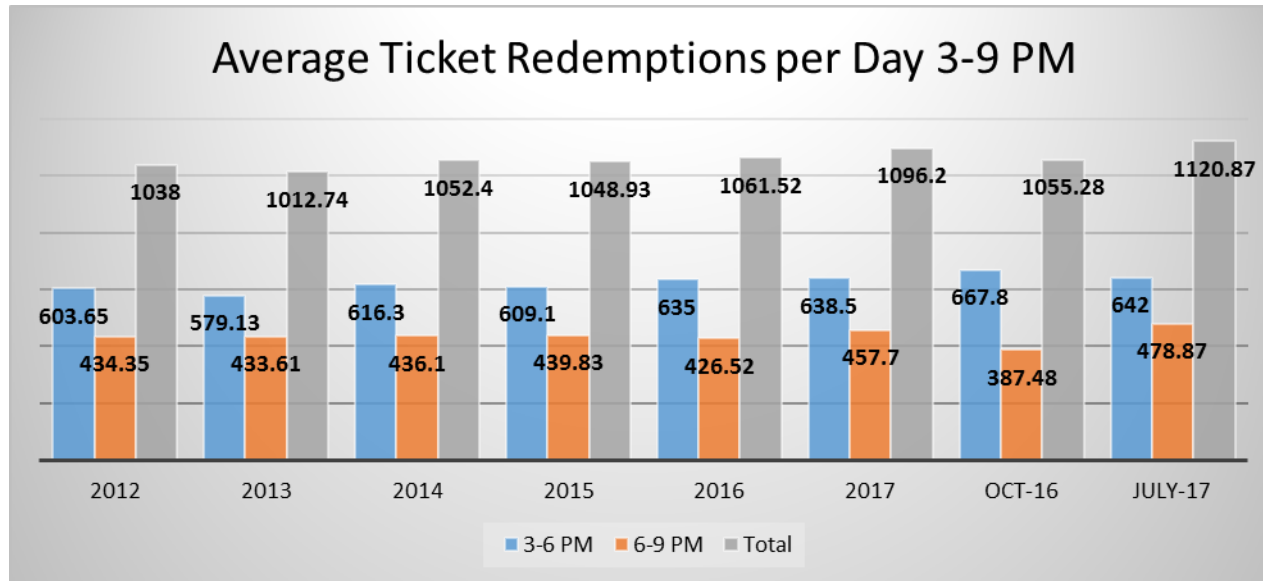
6:05 Vashon	90
6:35 Vashon – Southworth	124
7:05 Vashon	90
7:30 Vashon – Southworth	124
8:05 Vashon	124
8:55 Vashon – Southworth	124

Vehicle ticket redemptions M-F

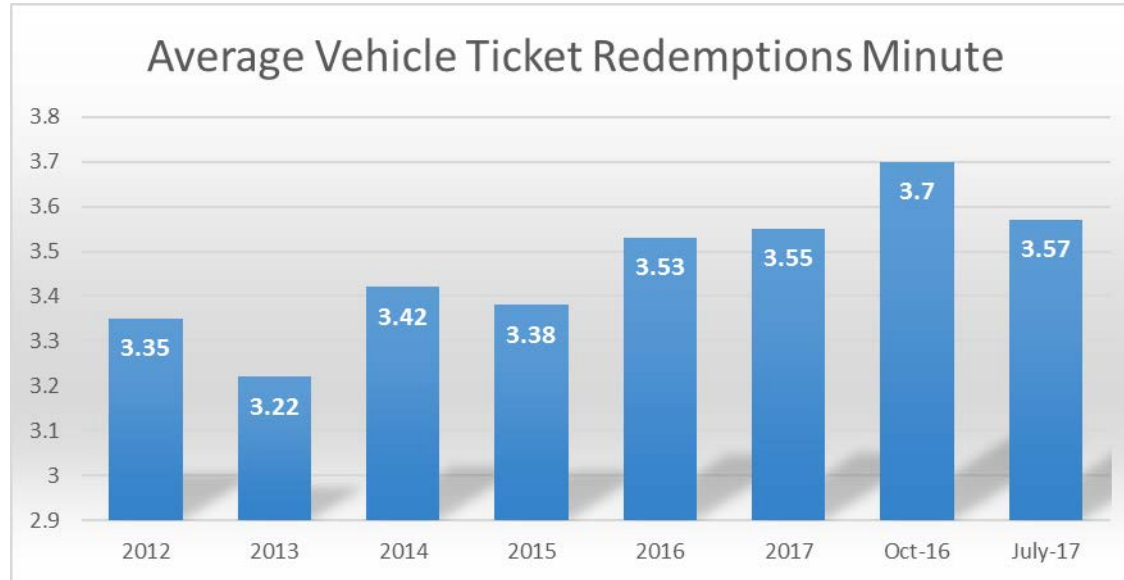


Data from 3rd week of June – 3rd week of July

Vehicle ticket redemptions M-F

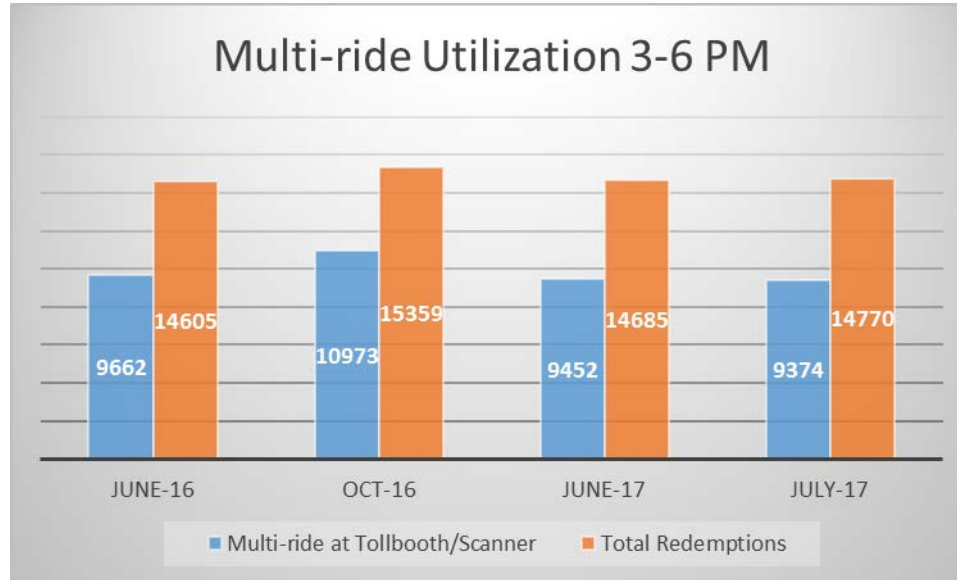


Average vehicle ticket redemptions per min, M-F from 3-6p



Data from 3rd week of June – 3rd week of July

Seasonal multi-ride utilization

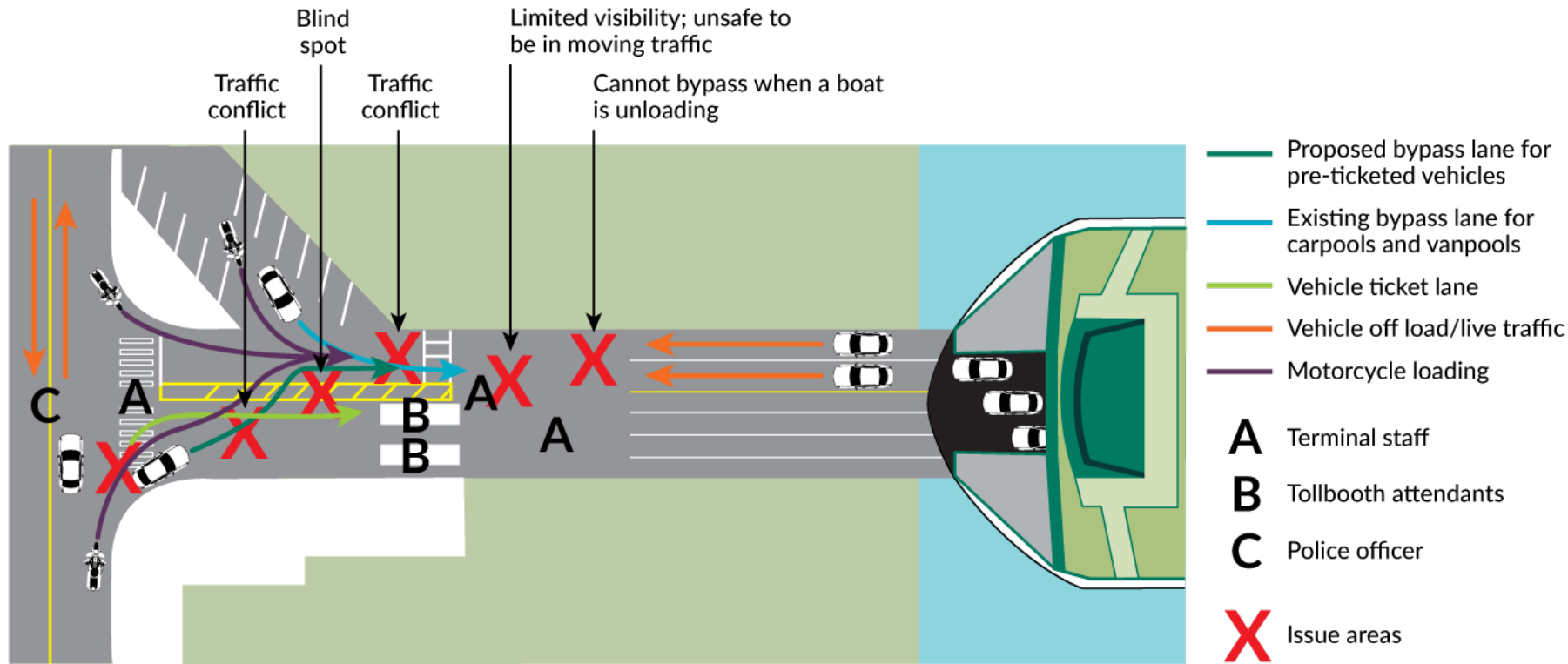


Conclusions

- Vehicle throughput same or better compared to previous years
- Terminal constraints do not allow us to take advantage of increased vessel capacity
- Safer, more orderly flow
- Consistency; operating like all other toll facilities in the system
- Increased fare collection
- Allows for phone ticket redemption
- Allows us to monitor our employees in the booth
- Employee morale improvements

Why can't we do a bypass lane?

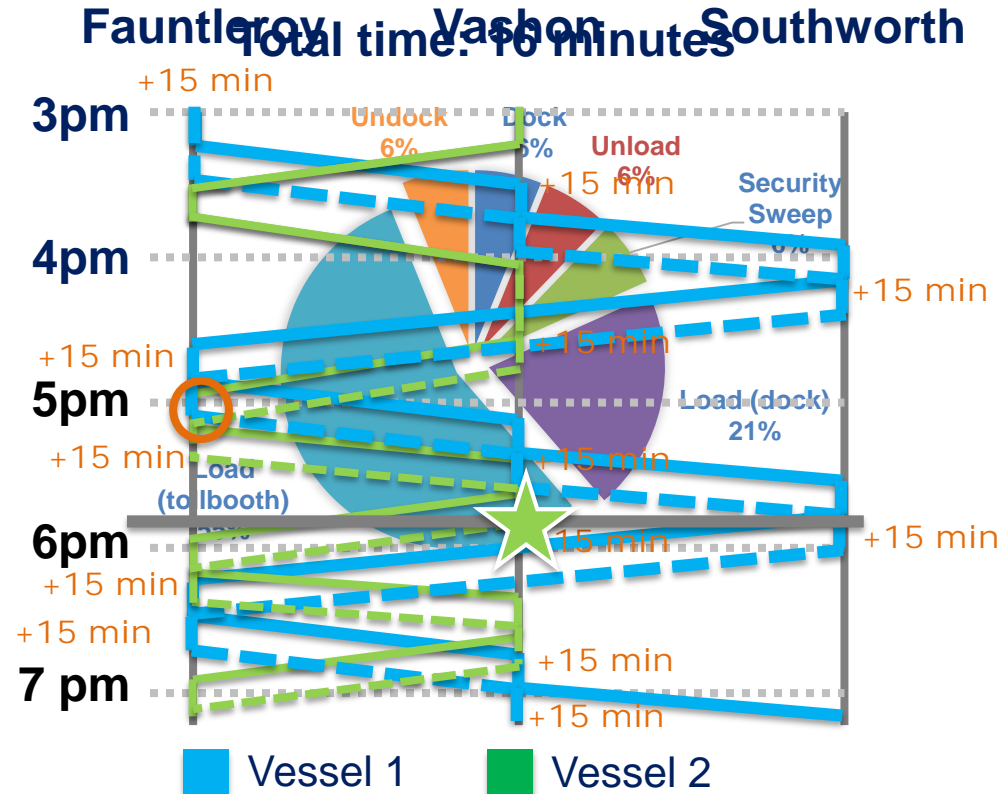
Bypass Lane



Why do boats leave with empty space?

Fill the boat

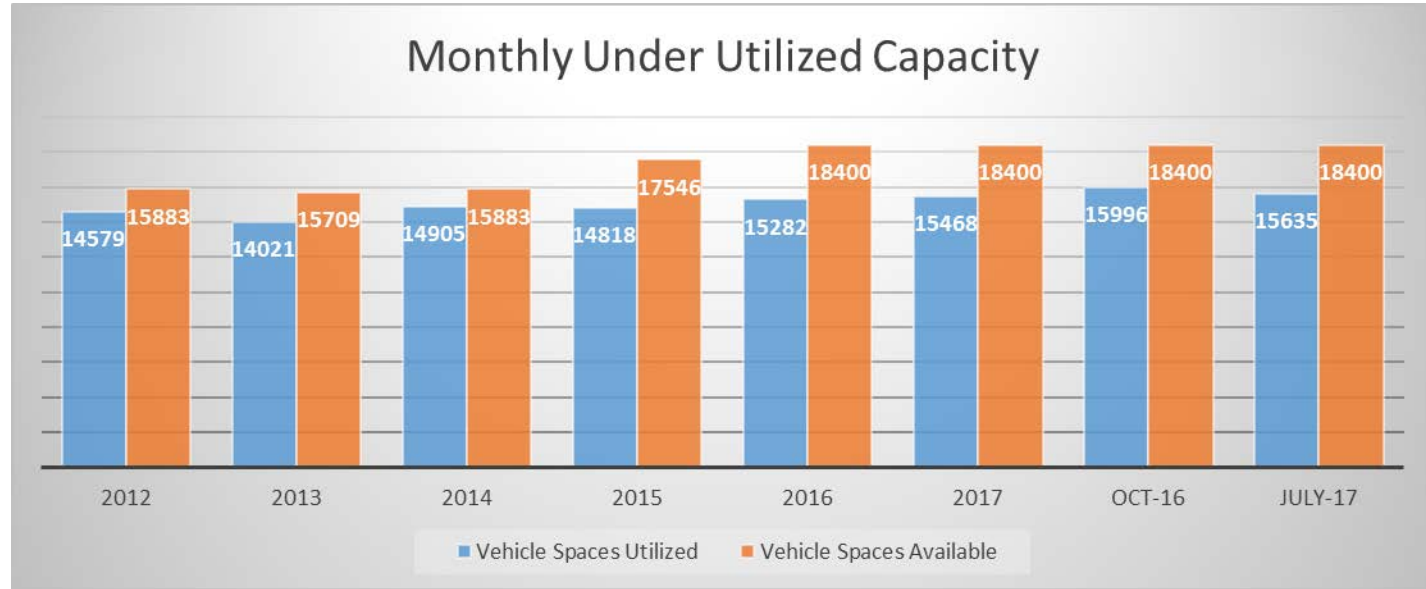
- Operations recap
 - Dwell time
 - Cascading effects
 - Crew shift deadlines



Monthly vehicle capacity versus utilization, M-F from 3-6p

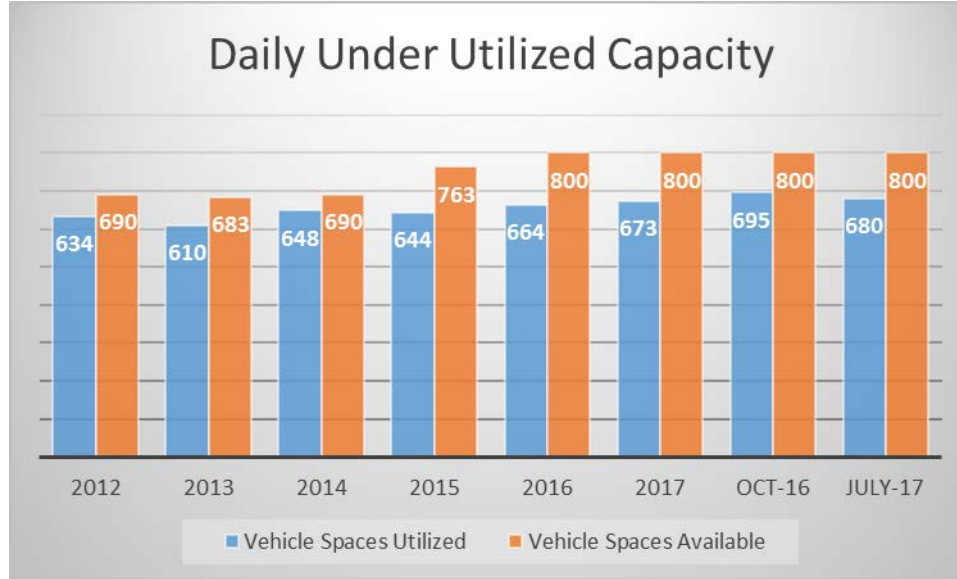
Vessel assignments 2012 – 2017

- 2012: Sea/Til/Iss
- 2013: Til/Kla/Iss
- 2014: Sea/Til/Iss
- 2015: Cat/E.St/Iss
Cat/Sea/Iss
Cat/Til/Iss
Cat/Hiyu/Iss
- 2016: Cat/Sea/Iss
- 2017: Cat/Sea/Iss



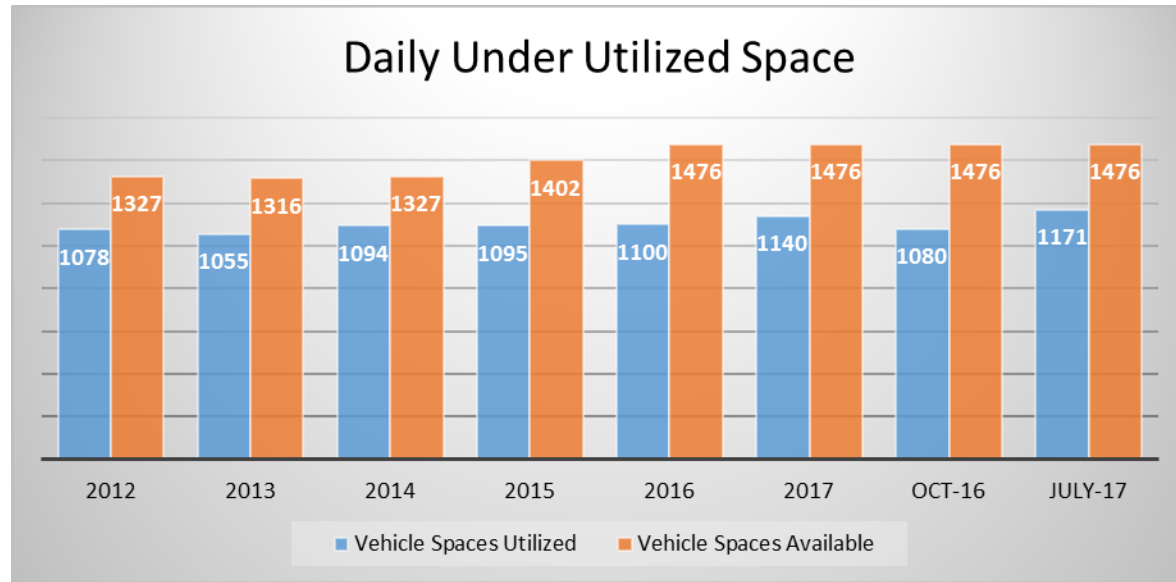
Data from 3rd week of June – 3rd week of July

Daily vehicle capacity versus utilization, M-F from 3-6p



Data from 3rd week of June – 3rd week of July

Daily vehicle capacity versus utilization, M-F from 3-9p



Route Characteristics and Planning

Vehicle Ridership

Vehicles Carried in Calendar Year 2016:

- Fauntleroy/Vashon: 1,104,990 (63.6% of route total)
- Fauntleroy/Southworth: 534,183 (30.1% of route total)
- Vashon/Southworth: 109,548 (6.3% of route)

Summer (June – August 2017) Vehicle Traffic Changes, compared to Summer 2016:

- Fauntleroy/Vashon: down 0.2%, essentially flat
- Fauntleroy/Southworth: up 13.4%
- Vashon/Southworth: down 6.0%

Vehicle Multi-ride Card Use

Vehicle Multi-ride Card Use in Calendar Year 2016:

- Fauntleroy/Vashon: 70%
- Fauntleroy/Southworth: 41%
- Vashon/Southworth: 62%

Vehicle Multi-ride Card Use, June – August 2017:

- Fauntleroy/Vashon: 64%
- Fauntleroy/Southworth: 36%
- Vashon/Southworth: 57%
- More full fare vehicles in summer

Schedule Process and Timeline

- MV Kitsap (124 vehicles) replacing MV Sealth (90 vehicles) by Spring 2019
- Work with task force and ferry advisory committees to develop schedule options to take out for public input, 12 to 18 months ahead of implementation
- Public outreach would occur 6 to 12 months prior to schedule implementation
- Transit partners need schedule changes 5 to 6 months in advance of schedule starting
- Any schedule would be published 2 months prior to implementation

Upcoming Planning Efforts

- **WSF 2040 Long Range Plan**
 - Scoping underway
 - Landside transportation connections an important component
 - Final plan due to the legislature Jan. 1, 2019
- **Fauntleroy terminal replacement**
 - Preliminary engineering and environmental review to start January 2018
 - Ad date January 2025
 - Complete March 2027

Public Comment

Thank you for coming!

www.wsdot.wa.gov/ferries/outreach/triangle